

MARINE
FUEL SPECIALTIES
Enhancing your fleet performance

INNOSPEC MARINE FUEL WATCH

The newsletter for Innospec Fuel Specialties
Spring 2016



Laying up Ships?

It is an unfortunate reality that certain sectors of the shipping industry are currently struggling with low rates, resulting in many being laid up for periods in an effort to allow the market to recover. Innospec looks at the implications of this on fuel quality.

Most classification societies have produced recommendations on safe lay-up, and any company considering laying up a vessel is well advised to read them. Although such recommendations do briefly discuss implications on fuel quality, there is little written about the potential issues that may render fuels challenging to use when the vessel returns to service.



Typically vessels are either laid up in "hot" or "cold" mode. Hot lay-ups are short term allowing the vessel to return to service at short notice. Cold lay ups are for a longer term that requires the vessel to be moored in a secured location and all systems are shut down. In either case, it can be expected that the fuel will degrade during the lay-up period, with sediments settling and asphaltenes flocculating resulting in excessive sludge build-up in fuel tanks and handling systems.

Innospec's Octamar™ BT-25 is a highly versatile and concentrated HFO stabiliser and has been shown to keep fuel stable for at least 6 months, and as much as 12 months at lower and less extreme storage conditions. Octamar™ LI-5 Plus is a Lloyds Register verified multifunctional additive for distillate fuel. Amongst other benefits it prevents oxidation and thermal degradation of MGO, also keeping the fuel fresh for significant periods. Consideration should be given to application of HFO and MGO stabilisers, as an inexpensive and effective method to prevent, or significantly slow the aging process and mitigate the considerable risks posed when the vessel returns to service. Such additives can be manually applied to the bunkers.

Octamar™ BT-25 and Octamar™ LI-5 Plus are available from Innospec's global network of stock points, and have a typical dosage rate of 1:20,000 and 1:4,000 respectively. Contact your local representative for more information.



**CIMAC
CONGRESS**
HELSINKI | JUNE 6-10, 2016

Injector Sticking in Marine Engines

Innospec Prepares CIMAC Paper

In June 2016, the International Council on Combustion Engines (CIMAC) will welcome the industry to its 16th Congress in Helsinki, Finland.

Once again, Innospec will provide new insight at the Congress, and Technical Coordinator, Michael Banning, has prepared a paper concerning the mechanism, consequences and solution to injector fouling in modern common rail marine engines. Whilst the issue is fairly new in marine engines, it is well known in the automotive sector, where Innospec's deposit control additives have been providing the solution for many years. Look out for Congress Paper 192!

Innospec Nominated for Prestigious Award

The European Marine Engineering Awards Ceremony will be held on the 13th April 2016 in Amsterdam.

Nine awards will be presented to industry professionals and leading companies from across the marine engineering sector. Innospec has been nominated within the "Innovation Award" category for its development of Octamar™ Winter, a cold flow improver specifically developed for marine gas oil.

Octamar™ Winter has successfully addressed a clear threat to the safety and integrity of vessel operation, one which has become more apparent since the 2015 switch to 0.1% sulphur fuels. Innospec have assisted in educating the industry on the issue of MGO cold flow characteristics and developed a robust solution through extensive research and development, which is available through much of the stock point network. Since its 2015 launch, Octamar™ Winter has become a mainstay in bunker procurement, and is being widely used by shipping companies to mitigate the issue and assure reliable vessel operation, even with the most challenging of fuel qualities.

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